BUCKLE UP: BUSTED AND BRUISED ... BUT BREATHING

KNOWLEDGE

VOL 5 AUGUST 2011

OFFICIAL SAFETY MAGAZINE OF THE U.S. ARMY

RIDING ON EMPTY

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LEADERS SOLDIERS CIVILIANS FAMILIES

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Mission statement: The United States Army Combat Readiness/Safety Center (USACR/Safety Center) supports our Army by collecting, analyzing and communicating actionable information to assist Leaders, Soldiers, Families and Civilians in preserving/protecting our Army's combat resources.

We welcome your feedback. Please e-mail comments to **safe.knowledge@conus.army.mil.**

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CURBING INDISCIPLINE

If scorching temperatures and crowded highways are any indication, the dog days of summer are here. Last-minute vacations, back-to-school shopping and counting the days until the first game of football season are hallmarks of this time of year, and many of our Soldiers and Family members are busy preparing for the hectic and fun weeks ahead. There is one additional indicator of late summer, however, of which we should all be aware: a largely predictable increase in fatal off-duty accidents.

Historically, August and September are especially brutal in terms of privately owned vehicle accidents. Using fiscal 2010 as an example, motorcycle fatalities nearly doubled during these months versus June and July. Deaths in sedans and other POVs also rose between August and September from numbers recorded earlier in the summer, although the increase was not as significant as that for motorcycles. And while POV fatalities as a whole are down in fiscal 2011, fatal motorcycle accidents were up 37 percent at the end of the third quarter — with what are traditionally our worst days still ahead.

Curbing indiscipline has been a primary focus for Leaders for many years now, yet the majority of our off-duty accidental fatalities continue to be attributed to some form of reckless behavior. Going back to fiscal 2010, indiscipline was a primary contributing factor in 32 of the 40 fatal motorcycle accidents recorded during the year. Investigations into many of fiscal 2011's accidents are still ongoing, but indiscipline is obvious in preliminary reports: One Soldier died after he lost control of a borrowed motorcycle at 90 mph, while another was killed instantly after slamming into a car at more than 100 mph on his motorcycle. We know motorcycle and other off-duty accidents typically peak during the summer, but we cannot afford to sit back and hope things get better when the weather cools off. The time



> "**CURBING INDISCIPLINE** has been a primary **FOCUS** for **LEADERS** for many years now, yet the **MAJORITY** of our **OFF-DUTY** accidental **FATALITIES** continue to be attributed to some form of **RECKLESS BEHAVIOR**."

to act is now, and the best action Leaders can take is to continue engaging with their Soldiers on the hazards of indiscipline.

There is no doubt our Leaders are doing a great job every day in executing their missions and ensuring the well-being of their Soldiers on and off duty. Some Soldiers may require more engagement than others, however, and Leaders should not be afraid to call them out on acts of indiscipline. Our most successful Leaders maintain an open and close relationship with their Soldiers but also know when to take corrective action. Your Soldiers may be tired of hearing you talk about indiscipline, but that should never stop you from engaging with them anyway. What you do and say makes a difference.

At the USACR/Safety Center, one of our central priorities is to give you the safety tools you need as a Leader in today's Army. Soldiers are more dynamic and connected than ever before, and we are working every day to make engaging with them easier and more effective. We just launched the fourth and final installment of the Better Opportunities for Single Soldiers Safety Factor kit, which includes several interactive and hilarious presentations ready for you to brief before long holidays or during safety stand downs. We also have several initiatives set for release at the beginning of fiscal 2012, including our annual Safe Fall/Winter campaign and a seat belt campaign kit designed to reach younger Soldiers. In addition, we are continually looking for suggestions to improve the Army's Motorcycle Mentorship Program, which remains the single-greatest way for Leaders to engage with their Soldier riders on motorcycle safety. Outside the duty day, there is no better opportunity for our Leaders to truly lead by example than the MMP. Information on these and all our other tools and programs is available on our website, https://safety.army.mil.

Each of you is doing a great job every day for our Soldiers, Family members and Civilians, and I thank you all for your hard work. Remember to be extra vigilant as we say goodbye to summer and prepare for the fall and a new fiscal year, and please let us know how we can help you and your Soldiers. Keep making a difference, and play it safe in all you do!

Army Safe is Army Strong!



WILLIAM T. WOLF
Brigadier General, USA
Director of Army Safety

I DIDN'T KNOW SCREEN DOORS COULD

CAPT. MICHAEL F. HUTSON
A Company, 1-145th Aviation Regiment
1st Aviation Brigade
Fort Rucker, Ala.

The morning of Feb. 19, 2007, started like any other. We received our missions for the day, preflighted our aircraft, briefed and departed to complete the various air mission requests and checked in with the ground units we normally supported. So far, the morning had been uneventful. I was a freshly minted pilot-in-command (PC) with about four weeks' experience. My co-pilot gunner, Chief Warrant Officer 2 Erik Hoskinson, was a mature, experienced pilot who would soon become a PC himself. We had been flying together quite regularly since I finished my PC ride. This day we flew wing for our lead aircraft, piloted by Chief Warrant Officer 3 Brian Haas, and the air mission commander (AMC), 1st Lt. Brian Haas. (Yes, both were named Brian Haas).

We had just departed the forward arming refueling point (FARP) at Taji in our AH-64D and returned to support a convoy belonging to the 1st Brigade Combat Team, 1st Cavalry Division, when we got a call from the convoy's ground commander. His element, Iron Horse, was requesting us to come up their net. CW3 Haas pushed to the Iron Horse net, and we were immediately dispatched to Joint Security Station (JSS) North (the JSS in Tarmiyah), which was manned by D Troop, 2nd Battalion, 8th Cavalry Regiment, call sign "Demon."

We then headed northeast and were only seven minutes away. We updated the attack tactical operations center (TOC) of the situation, and then proceeded to bump to the JSS North net as well. Tarmiyah is situated about 20 miles northeast of Taji, and I could see a column of black smoke rising from that direction. I remember wondering aloud to Hoskinson what was burning so heavily. After the handover to Demon, I realized what that smoke was.

CW3 Haas was in radio contact with Demon while I was flight following as Hoskinson updated our TOC of the developing situation. After transmitting our situation report to the TOC, we off-tuned to Demon's frequency and then realized the seriousness of their situation. The JSS had taken a direct hit from a vehicle-borne improvised explosive device (VBIED)



through their front gate. They were taking sustained small-arms and rocket-propelled grenade (RPG) fire from all directions and had suffered casualties. Due to the intensity of the firefight, the Soldiers were unable to get to their casualties and believed the enemy was inside the compound. The fear in the kid's voice on the other end of the radio drove home the urgency of the situation.

As we arrived on station in the vicinity of the JSS, the damage we saw was chilling. The VBIED had ignited the JP8 fuel storage tank on the facility and left it burning out of control. Also, most of the wall around the area had collapsed.

Our first goal was to locate the source of the enemy fire so we could set up close combat attack runs. The ground unit reported they were taking RPG fire from adjacent buildings to the north and

FLY



> "They were **TAKING SUSTAINED** small-arms and rocket-propelled grenade **FIRE** from **ALL DIRECTIONS** and had suffered **CASUALTIES**."



east. We looked but could not find anything. Then the ground unit reported the enemy had adjusted fire from the JSS to us.

Lead was hit multiple times on the first run, but was able to stay in the fight. Unbeknownst to them, they had taken an anti-aircraft round in the tail rotor gearbox. As we attempted to vary our orbits around the station, lead spotted a motorcycle fleeing the area where the JSS was reported to have taken fire. We tracked the motorcycle into a palm grove to the east of the JSS, approaching from the south to get a better look.

As I maneuvered back into formation with lead 175 feet above ground level, I felt a firm jolt underneath the aircraft and saw Hoskinson's overhead canopy pane crack, obstructing my forward field of view. Hoskinson shouted over the intercom that we were descending rapidly into a palm grove and quickly made a Mayday call. Crazy Horse 3 (lead) turned 180 degrees to cover us when they received our call we were taking fire. It turns out they just turned around into the same maelstrom of bullets we had just flown through.

I recovered the aircraft and got it as straight and level as I could with my limited field of view. I took over lead, and lead became our wing to keep an eye on our aircraft. We wrapped around the north side of the city and, once we cleared the western edge, proceeded directly to Taji. During this time, the cockpit voice was going crazy announcing the various emergencies caused by the battle damage we had just taken. Cockpit indicators told me I had taken damage to the utility hydraulic system, rendering our 30 mm gun inoperative. We had also suffered flight control damage, illustrated by the "BUCS FAIL" message on the up-front display.

Our wingman, now flying trail, was able to see and relay to us that our wing stores were on fire. I looked out the left side of the aircraft and saw the rockets beginning to cook off. I punched off the stores and began looking for a place to set down the aircraft. However, after conferring with our wingman, we decided the tactical situation did not permit this. After assisting me in getting the initial emergencies under control, Hoskinson, by peering through the small windowpane in front of him, began to guide me back toward Taji. Trail took care of the radio calls so I could concentrate on flying. He also relayed the events to our TOC and requested a follow-on air weapons team (AWT), and ended up conducting a battle handover with them.

After establishing a heading back to Taji, I suspected Hoskinson had been hurt and asked him about his condition. His reply was, "I'm fine. Just fly the aircraft." I knew when we got hit that he'd been hurt, but I didn't know to what extent. Hoskinson ignored his injuries and kept me concentrated on getting the aircraft home to Taji. Hoskinson performed incredibly well during this emergency. As we surveyed our damage, he reported that a round had penetrated his floor and damaged the cyclic, which had fallen over to the stop. I later discovered that same round had hit the bottom of his seat and sent fragments into his calves. Since we couldn't transfer the controls, I had to depend on him for obstacle avoidance, as I was practically flying blind. I knew there was a set of high-tension wires between Tarmiyah and Taji, but I could not see them. Thankfully, Hoskinson spotted the wires, which gave me ample time to negotiate them.

CW3 Haas and 1st Lt. Haas did everything they could to assist us getting home. They took over all radio calls for us and helped us assess our aircraft damage, allowing

us to control the aircraft and monitor our own systems. On our way back to Taji, we passed the replacement AWT. Crazy Horse 3 relayed our situation and the tactical situation on the ground in Tarmiyah to them, including a warning that we had taken fire by some heavy-caliber weapons in the eastern palm groves. That team would take battle damage as well, but they would also score a few engagements against the enemy.

As we approached Taji Airfield, rather than land direct as we had been cleared, we flew right by it (I couldn't see out my front windscreen). Crazy Horse 3 called and reminded me to land to the south, but it was too late. He pointed out the airfield at our 3 o'clock position, and we turned and landed to the north. As we were landing, Hoskinson informed me that he had been shot in his legs. To get him closer to the crash and rescue trucks, I made the approach requested for us. With Hoskinson guiding me, I was able to establish a slow approach and land the aircraft right next to a nearby fire truck. The firefighter's eyes were as big as saucers, as I'm sure he was wondering if I was going to land on top of him. Frankly, I was wondering the same thing.

After I was sure we had touched down safely, I told Hoskinson to open his canopy. I pulled off the power levers and crawled into the extended forward avionics bay to assist him unbuckle. The Taji fire department did a phenomenal job extracting Hoskinson from the front seat and getting him to the aid station. Hoskinson was presented his Purple Heart by the 1st Air Cavalry Brigade commander at the aid station, and was then evacuated to Baghdad to have his wounds cared for. He would return later that night and be back flying a week later.

After my nerves settled a bit, I went over to survey the damage to our mount. We counted at least 22 bullet holes of varying calibers all over the airframe. From the rotor blades to the canopy to the intermediate gearbox, there wasn't much that didn't get scratched. The contractors later found the round that hit Hoskinson's seat. It was a 12.7 mm round from a "Dishka" machine gun. I was amazed by the damage that aircraft took and still brought us home. There is no other aircraft in the world I would rather take into battle.

In CW3 Haas and 1st Lt. Haas, I had the best wingmen anyone could ask for, and I thank God for them. There was no way I could have remained as calm and collected as I did without their support. Upon postflight inspection, they had taken damage as well, to include a hole in the tail rotor gearbox. I'm thankful it held together for them.

Before that day, I didn't know screen doors could fly … but I'm very glad they can.«

Editor's note: For their actions to safely land their aircraft, Hutson and Hoskinson were presented with the Broken Wing Award.



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Ricoc

All too often we hear about off-duty incidents involving military personnel performing unsafe acts. How can these Soldiers spend months in theater or training without an accident, only to get injured or killed within days of returning home? Some believe it is due to a loss of situational awareness that results from the relief a Soldier feels when beginning a period of leave. The following is a true story of a Soldier who had completed his tour of duty only days before he was involved in an off-duty firearms incident. The Soldier's name has been changed to protect his privacy.

Trent Powell had spent four years serving the Army and just returned from his first deployment when he was given extended leave. He spent the first three days with close family and, most importantly, his new daughter, who was born during his deployment. On his fourth day home, Trent's friend, Joe, asked him to join him for target practice. Joe was relatively new to the sports of hunting and shooting and hoped Trent would share some of his experience and skills with him. Trent gladly agreed and the two met on Joe's land, where he had a large hay field.

Joe and Trent set up targets at

DID YOU KNOW?

In an effort to reduce off-duty accidental firearms incidents, the U.S. Army Combat Readiness/Safety Center has developed an interactive online tool called Firearms Safety Techniques. The site is available for Soldiers, Families and Civilians at https://safety.army.mil. Give it a shot today!



THINK WEAPONS SAFETY

BRIAN ROBIE
U.S. Army Natick Soldier Research, Development and Engineering Center
Natick, Mass.

various distances and competed to see who could make the best shot. After a couple of hours, Joe had grown tired of being beaten by Trent. When Joe noticed a squirrel about 80 yards downrange, he decided to make a bet. "Whoever hits the squirrel gets free beer," he challenged Trent. Joe took the first shot — a miss. Trent then took his shot, stopping the squirrel in its tracks. Not convinced Trent had struck the squirrel, Joe suggested they go confirm the hit. Trent agreed and the two walked downrange to view the squirrel.

Upon reaching the animal, they noticed it had been wounded by Trent's shot but was still alive. Without warning, Joe pointed his rifle at the squirrel and pulled the trigger. Trent's next memory is lying on the ground facing the sky with Joe's shirt being held to his forehead. Unbeknownst to the two men, a rock was just under the surface of the ground beneath the squirrel. When the bullet from Joe's rifle struck the rock, a piece of shrapnel ricocheted into Trent's forehead.

Trent was lucky. The doctors decided the bullet fragment wasn't a danger to Trent, and the piece remains embedded in his forehead today. But not all Soldiers are as fortunate. In recent years, there has been a dramatic increase in off-duty incidents — many which result in fatalities. While privately owned vehicle and motorcycle accidents still account for the greatest number of casualties, off-duty firearms fatalities also continue to be a problem for our Army.

Trent may have followed many of the proper procedures he had learned, but he let his situational awareness slip once he returned home. Trent never should have allowed Joe to leave his rifle loaded when they went downrange to inspect the squirrel. He could have also insisted the weapons be left in the truck before heading downrange. It is important to remember that even though you may not be on duty or in theater, danger is always present. It only takes one mistake to cause a catastrophe.«

Soldiers must remember to **THINK** any time they're handling a privately owned weapon:

Treat every weapon as if it's loaded.

Handle every weapon with care.

Identify the target before you fire.

Never point the muzzle at anything you don't intend to shoot.

Keep the weapon on safe and your finger off the trigger until you intend to fire.

For more information on safe weapons handling, visit the U.S. Army Combat Readiness/Safety Center's Range and Weapons Safety Toolbox website at https://safety.army.mil.



Busted and bruised... but breathing

MICHELLE A. POMAR
White Sands Missile Range, N.M.

Oh, God, I don't want to die!

The temperatures were hitting the triple-digit mark that August afternoon as I eased into the fast lane on Interstate 10 East in El Paso, Texas. I'd just gotten off work and was on my way home to study for my chemistry final the next day. It was about 2:30 p.m., and, surprisingly, there wasn't that much traffic on the freeway. I say "surprisingly" because I-10 in the El Paso area is considered one of the most congested sections of interstate in Texas. I thought I was home free — but I was about to find out otherwise.

I was shocked when a large van veered into my lane from the right, hitting my right-front fender, knocking me out of control and spinning toward the median. It was the most terrifying moment of my life, and I closed my eyes while my car spun out of control. All I could think of was my family and friends as I felt the car sustain several impacts. When everything seemed to stop for a second, I yelled, "Oh, God, I don't want to die!" — and then felt another hit.

When I opened my eyes, I saw dust or smoke everywhere. I remember running out of my car and looking back at it. I was shocked I was able

WHY BUCKLING UP MATTERS

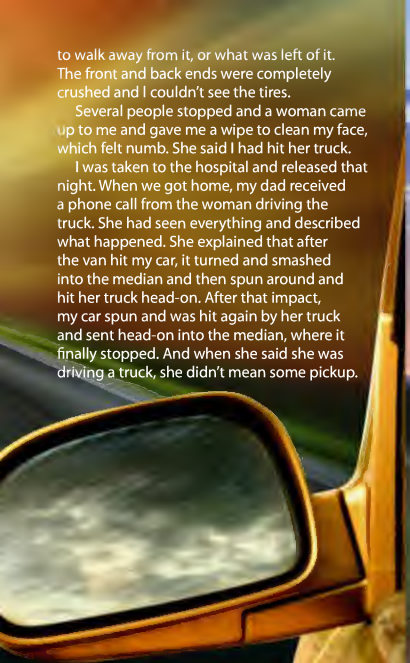
According to the National Highway Traffic Safety Administration, from 2004 to 2008, seat belts saved more than 75,000 lives — enough people to fill a large sports arena. During a crash, being buckled up helps keep drivers safe and secure inside their vehicles, whereas being thrown out of a vehicle is almost always deadly. Seat belts are the best defense against impaired, aggressive and distracted drivers.



to walk away from it, or what was left of it. The front and back ends were completely crushed and I couldn't see the tires.

Several people stopped and a woman came up to me and gave me a wipe to clean my face, which felt numb. She said I had hit her truck.

I was taken to the hospital and released that night. When we got home, my dad received a phone call from the woman driving the truck. She had seen everything and described what happened. She explained that after the van hit my car, it turned and smashed into the median and then spun around and hit her truck head-on. After that impact, my car spun and was hit again by her truck and sent head-on into the median, where it finally stopped. And when she said she was driving a truck, she didn't mean some pickup.



She was behind the wheel of a tractor-trailer hauling a load.

Every time I think back to that day, one thing really sticks in my mind — the dark purple bruises the seat belt made across my chest. I am actually thankful for those bruises because they proved to me how hard my seat belt worked to save my life. I have always been conscious of the importance of seat belts, but I never knew how valuable they could be until that day. Without them, I wouldn't be here telling this story.«



The River Wild

CHIEF WARRANT OFFICER 2 NICOLE DAISLEY
A Company, 2nd Battalion, B2nd Aviation Regimen
Fort Bragg, N.C.



My husband and I love the outdoors. Whenever we get a chance, we enjoy camping, boating, fishing and anything else that will give us a break from "Army life." One week in the spring of 1998, it had rained a lot, and the rivers and streams were swollen. We'd wanted to go on a canoe trip for a while, and the heavy rains created what we thought would be great rapids on our local river. We got some friends together for the trip, rented three canoes with all the proper safety gear and made our way to the river.

TIPS FOR YOUR TRIP

WISCONSIN DEPARTMENT OF NATURAL RESOURCES

Canoeing can be a lot of fun, but if you don't know the dangers, you could get into trouble on the water. The Wisconsin Department of Natural Resources offers the following tips for keeping dry and steering clear of danger.

To Get into a Canoe:

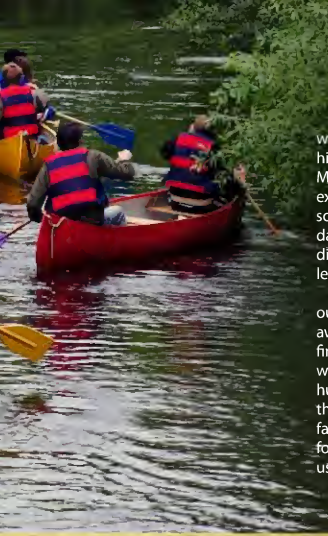
- *Have Someone Hold the Canoe Steady* — You don't want to tip the canoe before you even get out on the water!
- *Crouch Low* — Keep your knees bent.
- *Grab the Sides of the Canoe for Balance*
- *Always Walk Along the Center* — Keeping your feet on the centerline will help keep the canoe from rocking.

Stay Low — Do not stand up or walk in your canoe when you are away from shore.

Always Wear a Life Jacket — You never know when you might fall out or tip over unexpectedly.

Avoid Sudden or Jerky Movements — Rocking from side to side could cause the canoe to tip over.

Be Aware of the Currents — You don't want to end up floating farther downstream than planned.



Once we got to the river, we were excited to see how high the water had risen. My husband and I were very experienced with a canoe, so we didn't anticipate any danger. Unfortunately, we didn't take our friends' skill levels into consideration.

All six of us set off in our canoes, expecting an awesome ride. We knew the first few miles of our trip would be simple because my husband and I had canoed this river a few times. The fast-but-smooth river was fun for all, but it probably gave us a false sense of security.

About five miles into our trip, the water got choppy. Even my husband and I were starting to feel this trip was about to get more challenging. We should have pulled over to the bank and walked to safety, but being young Soldiers, we always pushed everything to the edge. As a group, we decided to forge ahead because we only had a mile or two to go until we reached the bridge where we would get out of the water. When we approached a series of rapids, we knew we were in serious trouble.

If the current starts to pull you along faster or you see a lot of rocks in the water ahead, paddle away from them or toward the shore.

Always Sit on the Seats or in the Center of the Canoe — Sitting on the side of a canoe will cause it to tip over.

Stay Away from Low-Hanging Trees and Branches Near the Shore.

Do Not Canoe in Bad Weather.

Avoid Letting Big Waves Hit the Side of the Canoe — Always try to keep the canoe at a right angle to the waves; otherwise, a wave might push the canoe over.

If the Canoe Overturns:

- *Don't Panic*
- *Stay with the Canoe*
- *Paddle or Push the Canoe to Shore* — Once in shallow water, flip the canoe to dump the water and then climb back in. A canoe will float even if it's full of water until you can get to shore to empty it.
- *Always Bring Extra Clothing in a Waterproof Container* — You want to be prepared in case the canoe tips or the weather changes.

Be Sure to Bring the Proper Equipment, Including:

- *Sun Protection* — Hats, sunscreen, long sleeves and pants.
- *First Aid Kit*
- *Plenty of Food and Water*
- *Life Jackets*
- *Map of the Area* — Be sure you know where you are so you do not get lost!

Tie All Equipment to the Canoe — Put equipment into a waterproof bag to keep it dry and tie it to one of the center beams in the canoe so it won't be lost if the canoe overturns.

Do Not Litter — Carry out everything you bring to the river.

Once you learn these important tips, grab your paddle and life jacket and you'll be set to go. Remember to always canoe safely and have fun on the water!

My husband and I watched as our inexperienced friends' canoes tipped over, got lodged in a group of underwater trees and snapped in half. We could see our friends floating helplessly down the river. We kept our canoe afloat and attempted to paddle over to help them. We were able to reach two of our friends, who held on to the sides of our canoe as we paddled to the bank. Luckily, some people on the riverbank witnessed the incident and called 911. A safety boat was then dispatched to rescue our other two friends.

After the incident, we all realized it was a stupid idea to attempt a canoe trip following a storm. The only thing that saved my friends was the fact I'd insisted they wear their life preservers. At the time of this incident, I'd only been in the Army for a few years and didn't know anything about composite risk management. I believe that if I would have taken the time to weigh the hazards we could encounter on this trip, we would have never left that day.«



"We **SHOULD** have **PULLED** over to the **BANK** and walked to **SAFETY**, but being **YOUNG** Soldiers, we always **PUSHED** everything to the **EDGE.**"

Summer FUN!

Army Safe is Army Strong and that starts with a Soldier's Family. Have the information to help you and your Family stay safe.

Family engagement Kit



https://safety.army.mil

Be prepared this summer and get your own Family Engagement Kit

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CHOCK-FULL OF TROUBLE

CHIEF WARRANT OFFICER 3 NATE MARSHALL
Detachment 4
District of Columbia Army National Guard
Fort Belvoir, Va..

There I was, standing just inside the glass doors of the Myrtle Beach (S.C.) International Airport Fixed Base Operations (FBO) and watching the monsoon-like winds building quickly from out of nowhere. The rain was coming down so hard it was getting difficult to see my twin-engine turboprop-powered C-26E transport parked on the line just 50 yards away. I watched in horror as my airplane started to move, as if it had come alive on its own! But let me back up to how I got to this point …

My co-pilot and I had departed Guantanamo Bay Naval Air Station several hours earlier with a load of 11 passengers, including a one-star general. Our final destination for that day was Rhode Island. We had planned a stop at West Palm Beach (Fla.) International to clear customs and refuel, followed by another refuel stop at Myrtle Beach International. The weather was easily doable, with scattered thunderstorms, moderate turbulence and light icing forecast along the route. We would be at 20,000 feet the majority of the time. Overall, it looked like a normal day for us.

The flight through the Caribbean was uneventful, and we landed at West Palm Beach just as a few thunderstorm cells were starting to build in the area. It took 20 minutes to clear customs — just long enough for one of the cells to turn violent and start dumping copious amounts of rain and lightning onto the airfield. A fuel delay turned a planned one hour ground time into two hours.

We departed West Palm uneventfully. As we were vectored for the approach at Myrtle Beach International, we saw several thunderstorm cells painted on our weather radar and NEXRAD weather uplink display. The cells were in all directions from the airport, but still far enough apart that we were easily vectored around them. Once we had the airport in sight, we accepted a clearance for a visual approach. The landing was uneventful, as was taxi and parking, which was directed by a lineman from the FBO.

After we shut down the engines, the lineman gave us the signal that he'd put the wheel chocks in place. We released the parking brake, which is standard procedure on our airplane for two main reasons. First, the linemen may need to tow the airplane to a different parking spot to facilitate ramp operations. Second, the brakes on the C-26 have been notorious for overheating if used extensively during the landing rollout or subsequent taxi. If left engaged after parking, the heat will not dissipate as quickly and can actually build to a point that damage occurs.

We helped our passengers deplane and directed them into the FBO. My co-pilot and I did our postflight checks, including ensuring chocks were installed on at least one of the three sets of landing gear wheels. I observed that chocks were installed on the nose wheel. I placed our fuel order with the lineman and we walked into the FBO, as we had done so many times on other missions.

A few minutes later, the lady behind the desk waved me over and said lightning had been observed in close proximity to the airport, so the fuelers were on a weather delay.



I explained this to the general and the rest of the passengers. A few minutes later, there I was, where this story began, watching the rain and wind. I was horrified when our aircraft spun 140 degrees to the left, where it came to a stop. Originally, it had been parked on the line with a ground power unit (GPU) just off the right wing tip and a Beechcraft King Air parked near the left wing tip. I was sure my airplane had hit the King Air or GPU. There was too much speed and movement involved for it to have missed hitting something.

I called to the co-pilot and we both ran outside into the storm. There was a tug with a couple of sets of chocks parked just outside the FBO door. We each grabbed a set of chocks and ran toward the airplane, ignoring the torrential downpour and lightning. I'm sure the same thought was running through both our minds — "Save the airplane!" I remember thinking I had never been in rain this hard. I could feel water in my socks before I was 20 feet from the FBO door. As I installed the wheel chocks on one main landing gear, my co-pilot installed chocks on the other. I crouched under the fuselage for a moment and conducted a 360-degree scan, examining each section of the airplane. To my relief, I could see it had not collided with anything. I could hardly believe it!

The chocks that were installed before the storm were still in the same place, but the forward-most chock had been pushed out of the way. It didn't take long to figure out what happened. The wind had pushed on the left side of the vertical stabilizer, causing the aircraft's tail to rotate to the right and the nose to the left. The nose wheel free castered, which allowed the airplane to rotate counterclockwise free of the chocks until it weathervaned completely into the wind. As I looked around the ramp at other airplanes, I saw several light airplanes had been bent and mangled in their tie-down ropes. Some had literally twisted in their parking spaces as they pulled against the ropes. One Cessna 152 even had a bent fuselage. All had been pulled in the same direction.

It was then I realized my error. The chocks installed by the FBO lineman were the small wooden chocks often used on light general aviation aircraft like a Cessna 172 or other light airplane. Yet these same chocks were used so many other times on our airplane in the past. After all, we park on completely level surfaces and it would take a huge amount of force to roll over any wheel chock, right? Wrong!

I made a huge mistake because I was complacent. I did not take the time to think about what could possibly go wrong. We do have larger, heavier (30 pounds) wheel chocks onboard that we could have used. On this day, however, the weather was nice, so we weren't expecting any surprise monsoon-like winds. Plus, we were only stopping long enough to refuel … what could possibly go wrong?

From this experience, I learned to ensure two sets of chocks suitable for our C-26 are installed whenever we park. As part of my postflight checks, I now check the size and weight of any chocks installed by FBO linemen before I walk away from the airplane. The FBOs do have the heavier chocks, but sometimes you have to ask for them. If they only have one set, I retrieve ours from the cargo compartment and install them as well. I learned a huge lesson and will never make that mistake again.«



My Son's Fateful Ch

NAME WITHHELD BY REQUEST

Sometimes you spend the rest of your life paying for a hard lesson learned. My son, Bryan, was only 14 when he was permanently injured in an all-terrain vehicle (ATV) accident. At that time, I had no idea riding an ATV could be so dangerous. After all, if it was dangerous, they wouldn't let kids ride them, right?

Bryan frequently went to his friend's house, where he would join several other boys riding their ATVs during the afternoon. He enjoyed that and often talked about how much fun he had. One evening after giving Bryan permission to spend the night at his friend's house, we received the phone call every parent dreads. We were told Bryan had been in an accident and was being rushed to the hospital.

When we arrived, hospital personnel were wheeling him into one of the emergency rooms. Shortly thereafter, doctors told us he would require emergency surgery for a head injury, along with internal injuries. It felt like the clock had stopped as we waited during the surgery. Finally, we were called in to talk with the surgeon. Although the news was relatively good — Bryan would survive — we were told he'd lost the vision in his left eye. To me, that was devastating news.

GET SMART — NOT HURT

Did you know there is a nationwide organization dedicated to making you the safest and most skillful ATV rider you can be? The All-Terrain Vehicle Safety Institute can take new riders and train them to handle their ATVs without having to pay the price of bumps, bruises or broken bones in the process. To check into this training, just go online to http://www.atvsafety.org/. There you'll be able to take an online course, enroll in hands-on training with instructors and watch some entertaining and informative videos.





Bryan remained in the hospital for more than a week before we could bring him home. His recovery took months and it was hard for him and us to accept the fact he'd never see again out of his left eye. For years afterward, Bryan exhibited behavioral and substance abuse problems. Although I'll never know for sure, I've always suspected his head injury precipitated his bad behavior.

We found out after the accident that Bryan and his friends had been riding their ATVs along a dirt road. As he rode, Bryan's ATV hit some loose gravel on the side of the road and careened into a culvert and flipped. When he landed, he apparently struck his head on a pile of rocks. It's a wonder he even survived.

I can't turn back the clock and undo the damage my son suffered that day. All I can do is share what I learned so someone you care for won't have to pay the price Bryan did.

First, it's important to understand ATVs aren't toys. They can be very powerful and fast, and no one should ride them without first having the proper training. Had I ensured Bryan was trained to ride, this accident might never have occurred. Second, helmets aren't just for motorcyclists; they're for ATV riders too. Had Bryan been wearing one, his injuries would have been much less serious and he'd still be able to see out of his left eye. Unfortunately, that's something he'll never get back.«



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HERO PO

The ability to save a human life is an amazing power. When we consider this power, we commonly think along the lines of professional training or individuals faced with extreme situations.

We revere physicians, firefighters and police officers who wield their power to save human lives using the specialized training related to their chosen occupations. The "average Joe" who tackles an armed robber and the soccer mom who lifts a vehicle off her child are celebrated for their heroics in news headlines across the country. All these individuals are deserving of our respect and admiration for their contributions to society and humanity. However, these actions are outnumbered



OWER

TRACEY RUSSELL
Ground Task Force
U.S. Army Combat Readiness/Safety Center
Fort Rucker, Ala.

by a vast number of unsung heroes that save lives multiple times each and every day.

Who are these unsung heroes? They are the "ordinary" people all around you — the motorcycle rider who wears a helmet; the turret gunner who uses a restraint system; the driver of a vehicle who chooses not to text and drive; the Soldier who properly clears a weapon; the boater who wears a lifejacket; the designated driver; the mechanic who uses the right tool for job; the parent who ensures the child safety seat is properly installed; the leader who enforces standards; the person who intervenes when they see an unsafe act; and many, many more.

The power to save a human life lies within all of us. It does not require extraordinary skills or years of specialized training. It can truly be as simple as putting on a seat belt or using a crosswalk and making sure your Family members, friends and fellow Soldiers do the same.

What have *you* done to save a life today?«



e to save a life today?



RIDING ON EMPTY

As a kid, I was into sports and played basketball in the park during summers in the Bronx. Back then, my coaches always warned me to stay hydrated. That's advice I should've heeded later when I was riding a motorcycle.

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I was just finishing my three-year tour as a Marine drill instructor (DI) at Camp Pendleton, Calif., and rode my Yamaha R1 as often as I could. I planned to celebrate finishing my DI tour by meeting a friend and riding in the mountains east of San Diego. We scheduled the ride for the first Saturday that August. The temperature was 101 F, typical for a mid-summer day. I was wearing all the proper personal protective equipment (PPE), including my motorcycle jacket.

We started riding about 10 a.m. and, before long, I was feeling light-headed. Although I hadn't drunk any water since the previous day, I just thought this feeling was due to the hot weather. When we stopped to get gas, I bought a soda. Later I'd wish that I'd bought water.

As soon as we resumed riding, I began feeling light-headed again. We were in the mountains going through a series of curves at a pretty good clip when we came upon a two-lane road. My friend took off down the road, but I decided to slow down and found myself behind an older couple driving uphill at maybe 25 mph. As I was following them, the effects of my dehydration set in, causing me to pass out and hit the guardrail. As I did, I apparently woke up and put out my right arm to catch myself. When the bike fell, it shattered the ulna bone in my right arm and the radial bones in my hand. I didn't realize my arm was broken until I tried moving it. I wouldn't have wished that pain on my worst enemy.

A few drivers stopped to help and eventually called the California Highway Patrol. When I finally stood up, I realized how close I'd come to being killed. I'd only survived because I was going slowly when I hit the guardrail. Had I been going any faster, I'd have gone over the guardrail and down a 175-foot cliff onto some jagged rocks.

I was taken to the hospital, where doctors placed two rods and 14 screws in my arm. It took 50 staples to close the wound. Due to the bones not healing properly, I had to go back for another surgery five months later. Four months after that, I had a third operation where doctors did a bone graft by taking bone marrow from my hip and putting it in my arm. The pain was excruciating.

In the state of California, if you pass out or blackout while driving or riding, your driving privileges are automatically revoked. The Department of Motor Vehicles revoked my driver's license because of

FYI

Check out the article, "When You're Hot, You're HOT!" by David Hough at www.soundrider.com/archive/safety-skills/when_youre_hot.htm for good information on riding during the summer.



my blackout and I had to get a CT scan and be interviewed by a physician. It was later determined that I blacked out because I was dehydrated. After the results of the CT scan and the documentation from the physician, my driver license was reissued.

As a youth, I was taught the importance of staying hydrated. It was a lesson I had to relearn the hard way as an adult and I'm glad I survived to tell my story. Before I take any long rides now, I not only make sure my bike's fluid levels are where they should be, I make sure mine are too!«

KEEP YOUR COOL

With all the possible accident causes when riding, it is easy to overlook the danger of becoming dehydrated. Yet, if it's important to stay properly hydrated when you train and fight, why would it be any less important while cruising down the road? Here are some tips to help you ride safely.

- Drink plenty of water before and during your ride. Avoid coffee, tea, soda or sports drinks with caffeine or sugar, as they promote dehydration. However, sports drinks that don't have caffeine or sugar can be helpful in maintaining your electrolyte balance.
- Consider wearing a hydration system that will allow you to sip water as you ride.
- Exposing your skin to the sun's heat and wind will accelerate dehydration. Instead, wear riding clothing designed to both cover you and keep you cool.
- Wear your helmet to reduce the effects of the hot wind and help retain body moisture.
- Schedule rest stops so you can get out of the heat and into air-conditioning.
- Ride during the cooler parts of the day, such as the early morning or late afternoon.


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Remarkable Airmanship

CHIEF WARRANT OFFICER 5 MARK W. GRAPIN
Army National Guard Directorate
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Arlington, Va.

The flight on Oct. 6, 2009, started like every other flight in Chief Warrant Officer 5 Paul Kuhr's career. An instructor pilot in the UC-35A Cessna Citation with the Alaska Regional Flight Center (RFC) stationed at Elmendorf Air Force Base, Kuhr completed the actions necessary for the routine flight scheduled. As with any flight where passengers are aboard, Kuhr double-checked the current and forecasted weather, performance planning and preflight inspections, planning his route for the smoothest altitudes available. Everything on this flight promised to be unremarkable, except for the novelty his passenger felt as he flew aboard one of the few Army jets to get to his meeting.

The length of this flight was certainly not going to challenge any endurance records. Enough fuel was pumped into the tanks to get them there and back, with plenty in reserve. As he was returning to Elmendorf, Kuhr and his crew noted the left main landing actuator had seized, preventing the left landing gear from lowering.

While it's obvious not having the aircraft's landing gear extended during a landing is a bad thing, it's something else to imagine a peg-legged jet doing pirouettes or cartwheels down the runway. Perhaps reflecting on what Capt. Al Haynes experienced many years before in the cockpit of a DC-10 airliner, Kuhr pooled his resources to develop a plan to increase the odds of survival for his passenger and crew.

The first resource available was time. The engines were running smoothly, the airspace had been cleared and crash rescue could be safely pre-





positioned. Radio calls could be relayed through telephone conversations to experts on how best to respond to this emergency. There was no published procedure in the operator's manual, nor had any kind of training developed — let alone practiced — for this emergency.

After burning off as much fuel as possible and making several low passes over the Elmendorf runway to rehearse the landing, at 10 feet over the runway threshold Kuhr cut the throttles and armed the firewall shutoff valves. He then ever-so-gently eased the Cessna to the asphalt.

For 1,400 feet, the jet slid down the runway centerline, sending a shower of sparks from the left wing as it scraped along the ground. "You don't normally push the rudder to full-stop, but we made sure we got every millimeter of opposite rudder our Cessna would give us in those final moments," Kuhr said.

Kuhr attributed successfully landing the aircraft to the training he'd received and the solid support he'd been given by his crew and others on the ground. Earlier this year, Kuhr (pictured center above) was presented with the Broken Wing Award. Afterward, he placed the award on his office desk and quickly prepared for another flight that afternoon. Because of Kuhr's dedicated airmanship when faced with his emergency, he and his crew survived to fly another day.«

BRIDGE OVER TROUBLED

It was the Saturday of the first battle assembly weekend in the new fiscal year, and a staff sergeant and a few of his Soldiers were conducting recon on a training location for the following day. The plan was to drive a HMMWV to a location in the hills that would be the perfect spot for their training. This plan would have worked out great had it not been raining the previous two days.

It was a clear day with the temperature hovering about 68 F. Everything was going well on the recon until the Soldiers got to a bridge. This structure wasn't exactly what comes to mind when picturing a bridge; it was more of a low water crossing. If not for the previous two days' rain, crossing this bridge would have been a piece of cake. Now, however, it was flooded.

"No problem," the sergeant thought. "We're in a HMMWV. A little water won't hurt us."

Before crossing the stream, the sergeant talked to some locals who lived nearby about the width of the bridge. They assured him the HMMWV could make it. He also watched a pickup truck cross the bridge successfully. Two Soldiers then walked across the bridge so the sergeant could roughly measure the width. Neither Soldier fell in the river, so the sergeant figured the bridge was wide enough for the HMMWV.

The Soldiers entered the HMMWV and started across the flooded low water crossing. Just before reaching the middle, the HMMWV's left-front tire slid off the crossing's left edge. At this point, the sergeant realized attempting to cross was a bad idea, but before anyone could move, the left-rear tire also slid off the edge. The sergeant instructed the Soldiers to slowly exit the HMMWV.

CHRISTINA SHORT
200th Military Police Command
Fort Meade, Md.

WATER

After everyone was safely out the vehicle, all they could do was watch as it rolled off the bridge and into the stream.

Since it was Saturday, the nearest Army Reserve maintenance shop was closed, so the proper wrecker wasn't available to retrieve the HMMWV from the stream. This forced the Soldiers to call a local towing company. The first tow truck arrived on the scene but couldn't move the HMMWV, so another truck was called. Fortunately, the second truck was able to pull the HMMWV from the stream. However, the HMMWV wasn't properly hooked up to the tow truck and sustained nearly $20,000 in damage.

Remember, floodwaters can hide damaged roadways and low water crossings. The sergeant and his Soldiers learned an important lesson that day: If you can't see it, don't cross it. They also learned to conduct training recons during the week — when the maintenance shop is open — and have a retrieval plan for vehicle breakdowns and accidents.

FYI

Think your tactical vehicle is heavy enough to protect you from fast-moving water? Think again. If a 97,000-ton aircraft carrier can float, so can your 3-ton HMMWV. The reason is buoyancy. According to the National Weather Service (NWS), most cars can be swept away in 18-24 inches of moving water. Trucks and SUVs — even with their higher clearance — do not fare much better. Whether driving or walking, any time you encounter a flooded road, the NWS encourages you to "Turn Around, Don't Drown."



Cracked Up On My Kid's Bike

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439th Quartermaster Company
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New Haven, Conn.

How often do fathers play with their children's toys and get hurt in the process?

For years, I have provided my children small dirt bikes and gone riding with them. I never let them ride without wearing their personal protective equipment (PPE) and always set the example by wearing my own. That is, until I made an exception one day.

It was late on a Sunday afternoon during a Labor Day weekend and I was working with friends to roof a barn. The kids had gotten bored and went looking for something more exciting to do. They found their dirt bikes and dragged them out. Having been sitting



for a while, the bikes were difficult to start, so I came down from the roof to help get them running. Once they were running, they rode them up and down our 900-foot-long dirt driveway a couple of times. My son complained his bike wasn't running correctly, so I decided to give it a quick check ride. I ignored my own rules about wearing PPE and failed to put on a helmet, gloves or other protective gear. After all, I was only going up and down the driveway. What could happen, right?

About two-thirds of the way down the driveway, the engine started to over-rev. I could not get the bike to downshift, so I tried to slow it down by using the rear brake. Well, that didn't work and I was fast approaching the end of the driveway, which opened onto a busy state road. Instead of going for the shut-off valve, I grabbed the front brake handle, locked up the front tire and spun to the left. I then launched over the handle bars, landed on my left shoulder, flipped and slid face-down for at least 25 feet. Altogether, I broke my collar bone, burned my left leg, got a nasty case of road rash on my right arm and face (got four stitches there) and tore up my knees and elbows. Some example I was.

Had I been wearing my helmet and elbow and knee pads, the only injury I would have probably had would have been the broken collar bone. Instead, I provided my children with a Kodak moment by showing them what not to do. Maybe at least seeing the consequences made an impression on them. Hitting the road certainly made an impression on me!

I'm glad it was me on the bike and not one of the children when the engine malfunctioned. However, at least they were wearing their safety equipment — which reinforced a lesson for me. There is no situation so safe or "harmless" that you don't need to wear your PPE.«

Falls are one of the biggest workplace safety hazards we encounter. They always have an element of surprise, which is what makes them a standard comedy routine. But falls aren't fun when they are real.



Watch Your Step



Falls are one of the leading causes of workplace injury and death. And these aren't necessarily falls from heights such as ladders or construction scaffolds. Most are falls from the same level, often caused by slipping or tripping. The main causes of slips, trips and falls in the workplace include:

Poor housekeeping: Items on floors, spilled liquids and equipment cluttering the aisles — all of these hazards can lead to someone slipping and falling if we simply ignore them. You may think someone else will take care of the problem, but that may not happen in time to prevent an accident.

Dangerous surface conditions: Broken or cracked surfaces, protruding nails, different elevations which are unmarked, torn carpets, loose or curled mats and slippery finishes are all hazards.

Insufficient lighting: Dim or incorrect lighting, glare in areas where it is dangerous or lights which flicker or "strobe" and cause perception difficulties.

Inattention to tasks: Carelessness brought on by inexperience, horseplay, fatigue or personal problems.

Improper footwear: Shoes which are not properly fastened, are too big or small or have slippery bottoms or oversized heels.

Here are some tips to help prevent falls:

- Keep obstructions out of walkways. Stored materials, equipment, cables, cords, hoses and trash are all common causes of tripping accidents.
- Keep doors and drawers of cabinets and workbenches closed.
- Keep all floors as clean as possible. Clean up any spills promptly. If this is not possible, make sure there is a barricade and sign. Place cleaning equipment in areas where everyone can find it.



- Floor coverings such as carpets, mats and tiles should be secured to prevent tripping hazards. Report any problems you find.
- Stay under the speed limit when you are walking. Don't run in your work area.
- Make sure your footwear won't trip you. It should fit well and have low heels. Keep your shoelaces tied. The tread should be adequate for traveling safely on slippery surfaces. Keep your shoes in good repair.
- Properly barricade any hazardous areas such as construction zones.
- If you are carrying an item, be sure you can see over it or around it. This is especially important on stairways.

If you slip or trip — even if you are not injured — take a moment to figure out the cause. Correct or report any hazards such as wet floors or obstacles in traffic areas. Falls aren't funny. They cause serious injuries and death. By keeping these fall prevention tips in mind, we will all be much safer. Watch your step to prevent falls.«

Editor's note: Information provided by U.S. Army Installation Management Command.



REA - TRAIN

LT. CMDR. WILLIAM "BILLY D" DELMAR
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Editor's note: This article details the interaction of a squadron's pre-mishap plan and the actions of the local base or post emergency services. This is a good example of a coordinated interagency aircraft mishap drill between an HSL-49, a U.S. Navy H-60 squadron and Naval Base Coronado (NBC) Emergency Services. The author wanted to share the lessons learned with aviators across the Department of Defense.

The call came in at 9:48 a.m. I stood outside our duty office and watched the squadron duty officer (SDO) listen intently to the voice on the other end of the phone. After a few moments, he jotted down some quick notes and hung up. I could see him trying to sort through the millions of thoughts, questions and impulses competing for their own say. Finally, he blurted out, "Red Stinger just crash landed at Turner Field." I remained calm. It was easy for me … his news was exactly in line with the mishap drill scenario for that day. The drill was unannounced and it was time to evaluate the effectiveness of our pre-mishap plan.

LISM

AS YOU FIGHT



As the SDO was reaching for the mishap binder, he received another call from the wing command duty officer (CDO). He reported that a local resident identified a smoking HSL-49 helicopter descending low over San Diego Bay close to Turner Field. The phone rang again. This time, the duty petty officer picked up the extension. "Sir, it's the Coronado Fire Department. They are saying there was a helicopter crash with fuel spilled everywhere. They want us to confirm that we don't have ordnance on the bird." According to the flight schedule, however, the aircraft had launched for a defensive maneuvering training flight with flares onboard. The drill scenario was building.

The base CDO called in. He needed more information regarding the crew and mission. He asked for confirmation. Just then, another call came in — more confusion. The SDO passed the phone to a fellow pilot. He raced in to brief the basic facts to the commanding officer (CO). The CO asked some pointed questions and then picked up the phone to call the commodore.

In this drill, as in a real mishap case, the duty office phone may be constantly ringing with information all over the veracity scale. The SDO, feeling task saturated, paused in his checklist and reset. Opening page 1 of the HSL-49 pre-mishap plan, he read the first words in front of him, "Don't panic." Taking a breath, he looked up from the binder, grabbed the first available person and doled out sections of the pre-mishap plan. The once chaotic duty office started to take shape as an orderly command center, the frantic SDO now managing information flow and directing traffic.

At Turner Field, there was a different sense of chaos. Red Stinger 104, our flyer and static display for the drill, rested comfortably on the helicopter pad. The crew sat idly at their stations, awaiting rescue. The SDO at HSL-49 was not the only person to receive the report of a downed helicopter. As North Island Tower received the report of a simulated downed helicopter, the emergency command net for NBC was alive with chatter. Within minutes, the federal fire department, NBC security forces and the Coronado city fire department raced to the scene, unsure of the extent of the damage. On North Island, the base executive officer (XO) established his emergency operations center (EOC) and assumed command of the effort.

This mishap drill was not limited to one SDO and one squadron pre-mishap plan. Two weeks earlier, I sat in a conference room as a member of a training team consisting of representatives from eight emergency responder agencies and NBC officials. The goals of the mishap drill were to exercise the base emergency response plan

and evaluate the effectiveness of the first responder organizations. NBC officials also did not pre-brief their organizations.

We conducted helicopter familiarization training 101 with local federal firefighters three days before the drill. We reviewed basic aircraft configuration, armament and egress procedures. This training proved invaluable. Many of the new firefighters were not familiar with the location or hazard distances of the many cartridge-aided devices (CADs) on the SH-60B Seahawk. I learned that most firefighters did not receive training to rescue an aircrew unless they were part of an airfield crash crew. We also discussed pressurized sonobuoy launchers, flares and forward-firing ordnance. I also learned that the first step in any injury case is to slice open the item of clothing that covers the injury. Since our drill scenario simulated a broken leg and the survivor was my XO, I requested that the crash crew simulate shredding his flight clothing.

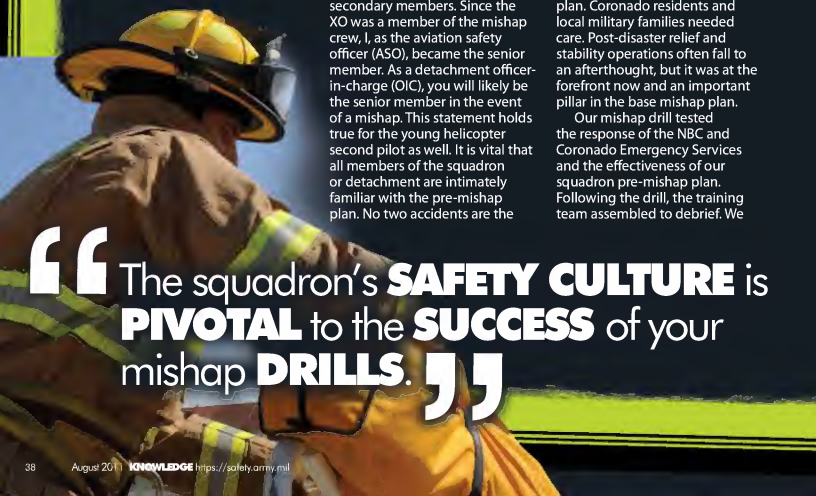
Meanwhile, at the squadron, I ran to maintenance control to see how the effort was going. I stepped to the counter and the aviation administration specialist handed me the logs, records and aircraft discrepancy book (ADB) for RS 104. The maintenance chief handed me the Naval Aviation Logistics Command/Management Information System data tape after locking down the system. So far, their response was exactly by the book. I returned topside with the aircraft histories and secured them in the safe. In an adjacent work center, the maintenance officer (MO) assembled the emergency reclamation team (ERT) for training. Each member left with instructions to prepare for overnight aircraft security and care. Two ERT members grabbed the mishap kit and extra supplies necessary for initial security.

Topside, I convened the aircraft mishap board (AMB) primary and secondary members. Since the XO was a member of the mishap crew, I, as the aviation safety officer (ASO), became the senior member. As a detachment officer-in-charge (OIC), you will likely be the senior member in the event of a mishap. This statement holds true for the young helicopter second pilot as well. It is vital that all members of the squadron or detachment are intimately familiar with the pre-mishap plan. No two accidents are the same and you may be required to serve a pivotal role during the first 24 hours of a mishap.

I began the AMB training with the question, "Now what?" It was clear this training would be free play — less lecture and more practicum relying on board members to enact their role. Murphy's law states mishaps are likely to occur at the most inconvenient time when no one is around. Due to deployed commitments, we had only 12 pilots at home guard. Everyone participated in training that day.

At the aircraft, first responders rescued the flight crew and secured the simulated crash scene. The drill scenario entered its third phase and the fire chief announced there was significant fuel spilled in the area and the potential for pyrotechnic flares to ignite. Because of that, people needed to evacuate the area. The NBC emergency team staked out the base gym facilities and initiated their disaster relief plan. Coronado residents and local military families needed care. Post-disaster relief and stability operations often fall to an afterthought, but it was at the forefront now and an important pillar in the base mishap plan.

Our mishap drill tested the response of the NBC and Coronado Emergency Services and the effectiveness of our squadron pre-mishap plan. Following the drill, the training team assembled to debrief. We



"The squadron's **SAFETY CULTURE** is **PIVOTAL** to the **SUCCESS** of your mishap **DRILLS**."

shared lessons learned and addressed shortfalls. We were able to eliminate redundancy and streamline the interagency communication process. Conducting an unannounced drill provided us deeper insight into our planned mishap responses and showed us better ways to improve the process. The SDO learned an important lesson that day. As aviators and aircraft commanders, we take charge.

As part of my turnover as safety officer, I remembered to update the recall roster with my name and phone number in the event of a mishap. I neglected, however, to review the roster for our ERT in the monthly maintenance plan. While the roster was current with non-deployed personnel, our maintenance team discovered that a majority of the personnel were dayshift workers on our primary and secondary teams. We looked hard at the balance of qualifications within our shops and considered a more equal weighting based on shift schedule. As it was, if a mishap occurred at night, there was a good possibility we'd be sending out a fatigued and less-focused team to secure the scene.

The NBC EOC was an excellent command and control facility with an extensive communication suite. Previously, I was not fully aware of its capabilities or benefits to the command and control environment. We learned a mishap requires the coordination of multiple local and military agencies. The EOC is an ideal location with trained personnel to fulfill the command role.

The squadron's safety culture is pivotal to the success of your mishap drills. From the beginning, we insisted that the drill be integrated into our normal daily operations. It was equally important all other operations were stopped during the mishap drill. We knew we would lose scheduled events and disrupt the entire command, but a focused squadron effort is required for the success of a mishap drill.

The mishap drill satisfied a number of training requirements, but wickets are not the driving force behind these events. You can simplify mishap drills, send a message to the SDO and gauge his ability to activate the mishap plan. You can make a drill transparent to the daily operations of your command, but we did not that day. Everyone at HSL-49 leapt into action. The flightline shut down. The familiar chattering of computer keyboards ceased. This effect was heightened because it was an unannounced drill. We always train as we expect to fight. Mishap training should be no different. Realism, especially for the new SDO or young airman in the shop, is the most important factor in a successful mishap drill.





YOUNG, DRUNK

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There I was … doing a "scorching" 20, maybe 25, mph on the streets in San Bernardino, Calif., late at night, wandering in my lane like some old granny.

AND DUMB

I was getting ready to enlist and Jerry, a friend of my late father (they'd served in the military together), felt it was time I had my first "real" party. You know — the kind where a boy becomes a man by drinking the "good stuff." It was different for me since I'd never had a drink before, being raised by my mother in a very strict church. But hey, I was about to enlist and this, Jerry assured me, was part of the rite of passage in becoming a "real" man.

Jerry filled my glass and handed it to me, assuring me I was about to experience a quality introduction to inebriation. He also promised I wouldn't suffer a head-pounding hangover like you'd get from some cheap convenience store wine. "Hmm," I thought after my first taste, "Not too bad." I finished my first glass and was starting to feel mellow. I should have stopped there but, "Oh no!" Jerry said, as he refilled my glass. He assured me it would only get better and that my father would want his son to have a proper sendoff.

Down went the second glass, followed by a third. Somewhere during the process, I thought California was suffering another earthquake. As I sat there trying to remain upright, I wondered, "Why is the room spinning?"

Much of the following few hours has been lost to memory, along with countless brain cells that didn't survive this "initiation." But as the wee hours of the morning arrived, I realized I still had to drive a couple of my fellow partiers home. Since I'd borrowed my mother's car (the party took place 100 miles from where I lived and I was sleeping over at a friend's house), I wanted to be very careful not to get a ticket or crash.

When I got behind the wheel, I noticed I could only see through pinpoints in the middle of my vision. Everything else was kind of fuzzy. Recognizing my driving skills were somewhat impaired, I figured going slow was going smart. In fact, the only way I could have gone slower would have been to shift into reverse. I managed to drop everyone off safely and not get spotted by a cop. Had I been, I'm sure he'd have felt compelled to question why I was creeping along at 20 mph on a 40-mph street and wandering all over my lane.

I was lucky that night. I made it back — no hits, dings or tickets. I was totally ignorant of what I'd done, putting myself, my passengers and other motorists in danger. After recovering from my hangover (Jerry lied), I had both time and presence of mind to consider the consequences. Given that opportunity, I decided to avoid any repeat performances.

How about you? Have you driven drunk? Did you get away



> "Even **ADULTS** can be **INFLUENCED BY PEER PRESSURE**, so it's also important to consider the people you **PARTY WITH**."

with it? Most drivers do until their luck — and maybe their lives — run out. If you'd rather be smart than lucky, here are some tips from the Car Insurance List website at www.carinsurancelist.com/.

- **Hand Your Keys to Someone Else:** If you're at a bar, ask the bartender to hold your keys. If you're at a party, give your keys to a friend, or have your host put them in a safe location. Wherever you are, and whoever takes your keys, be explicit: they are not to hand them back until the next morning, when you are completely sober.
- **Keep Cab Fare Handy:** If you're barhopping, or even if you're only going to one place, always keep enough money for cab fare in a separate part of your wallet, and forget about it until you need to pay for a ride home. It's also a good idea to keep the number of a reliable cab company programmed into your cell phone, or on a card with your hidden money. If you're a student, you should know that many cab companies or campus police offer "no-questions-asked" rides home when you're too intoxicated to drive.
- **Arrange for a Designated Driver:** If you regularly go out with a group of people, take turns being the designated driver. Yes, this means that the person holding the keys doesn't get to drink that night, but there will be other nights, and watching your drunk friends' behavior when you're sober can be both entertaining and educational.

If you have no other options, don't drink. It may sound ridiculously easy, but if you know the only way home is to drive yourself, you need to simply not drink. After all, you can't drive drunk if you've been sipping only soda or water; and while a good cocktail is tasty, the reality is no one needs to be drunk to have fun.

Even adults can be influenced by peer pressure, so it's also important to consider the people you party with. If they belittle you for not drinking, or aren't willing to take their turns as designated drivers, perhaps you should reconsider who your friends really are.


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LOST

AVIATION

AH-64D

CLASS A

- The crew experienced smoke in the cockpit accompanied by main transmission CHIP and OIL warning indications. The crew executed an approach but experienced a loss of collective input, and the aircraft crashed.

- The aircraft struck a ferry cable obstacle during cross-country flight training. The front-seat crewmember suffered fatal injuries upon impact with the cable, and the rear-seat pilot successfully landed the aircraft.

CLASS C

- The aircraft experienced an overtorque condition of 132 percent as the crew climbed to clear rising terrain. The aircraft returned to home base without further incident.

MH-47G

CLASS C

- The crew received an over-temp condition on the No. 1 engine during a power assurance test during cruise flight. The digital engine control unit and voice and data recorder readings confirmed 947 C for two seconds.

OH-58D(R)

CLASS A

- Following indications of low fuel pressure and fuel boost pump failure, the engine failed and the aircraft landed hard. An investigation revealed the fuel check valve failed.

CLASS C

- The crew received a mast-mounted sight FAIL instrumentation reading in conjunction with a smoke odor in the cockpit. The crew landed the aircraft, extinguished the onboard fire and returned the aircraft to base on a one-time recovery flight.

UH-60A

CLASS C

- A preflight health indicator test (HIT) identified a No. 1 engine anomaly, and the crew shut down the aircraft. Inspection identified the No. 1 engine inlet cover had been left in the inlet.

UH-60L

CLASS A

- Upon touchdown at a landing zone featuring rising terrain, a local national interpreter became disoriented, stood upright and moved rearward into the moving rotor blades. The crew chief exited the aircraft and recovered the unresponsive local national, who remains on ventilation with a severe head injury.

CLASS C

- The aircraft sustained tip cap damage during a resupply mission.



- Normal maintenance procedures following the aircraft's last flight mission revealed damage to the Section 4 driveshaft cover and one tail rotor paddle and the loss of the auxiliary power unit door.

UH-60M

CLASS C

- The crew experienced smoke in the cockpit in conjunction with the No. 1 engine generator failure indication. The crew landed the aircraft



Editor's note: Information published in the accident briefs section is based onw preliminary loss reports submitted by units and is subject to change. For more information on selected accident briefs, e-mail safe.knowledge@conus.army.mil.

on the airfield and performed an emergency shutdown.



CLASS C

- The crew had difficulty in manipulating the payload during flight and terminated the mission. Postflight inspection revealed damage to the payload turret.

UAS



CLASS C

- The operators lost control of the unmanned aircraft (UA) as they input manual controls in response to sudden high-wind conditions. The UA crashed and was recovered.

GROUND



CLASS A

- A Soldier and his sister were killed when his private airplane crashed shortly after takeoff.

CLASS B

- A Soldier lost a portion of his finger when his weapon discharged a round as he attempted to clear it.

DRIVING



CLASS A

- A Soldier died when his vehicle went out of control and overturned as he was driving back to post at the end of a weekend pass.
- A Soldier suffered severe head injuries when he crashed into a landscape boulder while street racing. The Soldier was extricated from his vehicle and transported for treatment, but later died after being removed from life support. The Soldier was not wearing his seat belt.

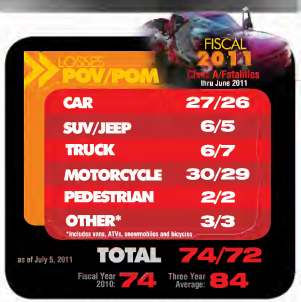
CLASS B

- Two Soldiers suffered disabling injuries when they were thrown from their vehicle after it struck a tree. Local authorities reported alcohol and speed were factors in the accident. Seat belt use was not confirmed.



CLASS A

- A Soldier was killed when he lost control and crashed while riding back to his unit from a sporting event. The Soldier had taken Motorcycle Safety Foundation training.
- A Soldier died after he lost control of a borrowed motorcycle at 90 mph and crashed. The Soldier was neither trained nor licensed to ride and wore only a helmet as personal protective equipment. The Soldier was transported to a hospital, where he later died after being removed from life support.
- A Soldier was killed when a speeding motorcycle struck a vehicle at an intersection. The impact threw the Soldier into the rear window of a parked vehicle. He was pronounced dead at the scene.






I wore a Gunner's Restraint
wore a Bicycle Helmet
wore a Respirator
used a Ground
wore a
What have YOU done to save a life
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Motorcycle Helmet
today?


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